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not merely cite the leading authorities, but quote their views at length. There is little criticism of the book so far as matters of form are concerned. That considerable care has been used is shown by the facts that duplicate citations of cases are uniformly given, and that quotations are set off from the body of the text. Time could have been saved by placing at the top of each page of the text of the Federal Trade Commission act, the Clayton law, and the Interstate Commerce act some indication of the sections printed on that page. The idea of having a black-letter catch-word at the beginning of a paragraph, giving the gist of that paragraph is to be commended. To return to things more vital, the order and analysis are excellent. The distinctions between the Federal Trade Commission act and the Clayton law are carefully pointed out, and there is practically a complete construction of each statute, except when there is not a sufficient foundation for construction, in which case it is left for the future decision of the courts. Several parts of the manual are especially good; the history of the Sherman law, the discussion concerning the application of anti-trust laws to labor unions, and the chapter entitled, "Unfair trading in relation to trade-marks and trade-names". In this last mentioned chapter, many illustrative cases render the text extremely clear. Throughout the entire work, there is no attempt to be pedantic. The book is just what it appears to be; a plain common sense treatment of the subject for practical use.

Dewitt B. Wyckoff.

SHIPPERS AND CARRIERS OF INTERSTATE AND INTRASTATE FREIGHT. Second Edition. By EDGAR WATKINS, LL.B. Atlanta: THE HARRISON COMPANY. 1916. pp. cxv, 1057.

The enormous increase in corporate organization of business enterprises during the last half-century has in no field given rise to more perplexing problems of governmental regulation and control than in the domain of transportation. The complicated interplay of opposing interests, the constant clash of private property rights with the requirements of public policy together with the vast sums invested in the business of common carriage and the enormous amount of freight and passenger traffic handled by these enterprises, present some of the most difficult and pressing questions of modern legal and economic policy. The restraints imposed upon common carriers by the common law having proved inadequate to the requirements of modern industrial organization, resort was had a decade or two ago, to direct legislative enactment of complicated regulations and even of rate schedules for public service enterprises. But legislatures generally proved so lacking a knowledge of actual conditions in the business they attempted to control, that this method proved unsatisfactory, especially since many of the statutes so enacted were declared confiscatory and unconstitutional by the courts. Resort was therefore had to the third method of regulation, namely, the delegation of legislative power to commissions, both state and federal. Through a development of this system the solution of the problem will apparently be reached.

The rapidity with which commission control of common carriers is being developed is strikingly illustrated by the differences between the first and second editions of Mr. Watkins' work on Shippers and Carriers representing the advances in this field during the last seven years. The first edition published in 1909 contained 578 pages with a

supplement of 60 pages added in 1910. The edition of 1916 contains 1057 pages. This increase is in part represented by the inclusion of the complete text of the Conference Rulings of the Interstate Commerce Commission and the expansion of the thirteen pages devoted by the first edition to procedure before that body into a chapter of thirty-three pages, including forms. But the chapter on State Regulation of Carriers in Interstate Commerce, which in the edition of 1909 covers forty-nine pages appears in a new position in the second edition expanded to one hundred and ten pages. The increase of important federal legislation on the subject is shown by the inclusion in the new edition of matter relating to the Panama Canal Act of 1912, dealing with railroad-owned ships, the Clayton and Federal Trade Commission Acts of 1914, and the Amendment of 1910 to the Act to Regulate Commerce giving the Interstate Commerce Commission power to suspend tariffs affecting or increasing rates. This last provision has obviated the necessity of enjoining the collection of increased rates pending action by the Commission and the Chapter in the first edition dealing with the power of the courts so to do is therefore reduced to a few sections. The discussion of the corporation-tax provisions of the Payne Tariff Law, which was included in the earlier edition has been omitted as not within the peculiar province of a work on shippers and carriers. The annotations of the Act to Regulate Commerce, including both decisions of the courts and opinions of the Interstate Commerce Commission have been brought down to date by the addition after each section of a separate paragraph devoted to "Notes of Decisions Rendered Since 1909". The exhaustive index greatly facilitates the use of what must be regarded as a very comprehensive and valuable work in an important and rapidly developing field of law.

Richard Storrs Coe.

A DIGEST OF ENGLISH CIVIL LAW. Edited by EDWARD JENKS, M. A., B. C. L. Book IV, FAMILY LAW. By W. M. GELDART, M. A., B. C. L. Book V, SUCCESSION. By W. S. HOLDSWORTH, D. C. L. Boston: THE BOSTON BOOK CO. 1916. pp. liii, 1155-1294.

It is very pleasing to find that the disturbed conditions in England, while interfering somewhat with the preparation, are not preventing the completion of the admirable series of digests of the law of that country, which have been published from time to time during the last few years under the able editorship of Professor Edward Jenks. The use of the title "A Digest of the English Civil Law" has led to confusion with the law of continental Europe in the minds of many, who failed to realize that "civil" was used in contradistinction to "criminal". In reality the work is an admirable summary of the present law of England, presenting the common law, statutes and judicial interpretations on any subject welded into one orderly and comprehensive exposition. To one who is accustomed to the bulky American digests, with their array of conflicting decisions, the simplicity and clarity of this work are refreshing.

The present volume consists of Book IV on Family Law, by Professor W. M. Geldart, and the first part of Book V on Succession, covering Testamentary Succession, by Dr. W. S. Holdsworth, comprising the subjects commonly referred to in this country as domestic relations and wills. The remainder of Book V, dealing with Intestate